Scrutiny Board :	Economy, Skills, Transport and Environment Scrutiny Board
Report Title	EV Charging Facilities in Sandwell
Date of Meeting	Wednesday, 21 January 2026
Report Author	Transportation Planning Officer Ankita Gaur
Lead Officer	Executive Director - Place Alan Lunt
Wards Affected	All
Appendices (if any)	None

1. Executive Summary

1.1 The purpose of this report is to update the Board on the progress of the Sandwell Electric Vehicle Infrastructure Strategy 2026-2036.

2. Recommendation

2.1 That the Board considers and comments upon the information presented and determines whether it wishes to make any recommendations to the Executive.

3. Background and Context

3.1 Locally, over the past decade, up to 2023, transport consistently has been the largest emitting sector. In 2023, local transport emissions (39%) were significantly higher than the national emission levels (29%). The borough has been adversely impacted by the consistently high emissions from the transport sector. Since 2005, the borough has been an Air Quality Management Area due to elevated levels of nitrogen dioxide.

3.2 The need to decarbonise the transport sector has never been more urgent. The transition to cleaner vehicles, such as electric vehicles, will support our air quality ambitions by reducing tailpipe emissions.

3.3 In October 2025, the national government published its carbon budget and growth delivery plan. It outlines actions the government will take to meet its statutory carbon budgets and secure the benefits of transitioning to net zero for people and businesses. The policy document highlights that decarbonising transport will support the government's mission to kickstart economic growth, make Britain a clean energy superpower, and build an NHS for the future.

Improved air quality, achieved through the transition to zero emission vehicles, forms a part of this.

3.4 In March 2022, the UK Electric Vehicle Infrastructure Strategy was published, outlining the national government's vision and action plan for EV charging infrastructure roll out. The strategy recognised that most of the drivers will do most of their charging at home. The need of public chargepoints was identified to enable long journeys and support those without access to off-street parking.

Sandwell Electric Vehicle infrastructure strategy, 2026-2036

3.5 The Sandwell Electric Vehicle (EV) Infrastructure Strategy is being developed to establish the pathways for providing public electric vehicle charging infrastructure.

3.6 The strategy is being designed keeping in mind the local, regional, and national net zero commitments. It will play a key role in helping the borough become carbon neutral by 2041. It will outline future pathways for promoting the adoption of electric vehicles among residents, visitors, and businesses in Sandwell.

3.7 The strategy will focus on providing an equitable and innovative EV charging network that enables EV adoption, considering subsequent demand till 2036.

3.8 The strategy will enable a just transition from a range of vehicles. It will include private cars, shared cars, council fleet, taxis, hackney carriages, and PHVs (Private Hire Vehicles). It will not include heavy goods vehicles, e-bikes, e-scooters, and buses. It is important to note that the strategy will focus on charging infrastructure and not on EVs themselves.

3.9 The charging network will need to account for various charging needs to deliver a robust and reliable charging network. Different types of charging infrastructure will be provided to supplement different types of charging needs: on-street/ close to home charging, hub charging, and destination charging.

3.10 It will be an evidence-based strategy and will be developed in consultation with stakeholders. It will utilise a forecasting tool available to all local authorities for calculating EV infrastructure demand.

Strategy Overview

3.11 The Sandwell Electric Vehicle Infrastructure strategy envisages providing an equitable and innovative electric vehicle charging network, enabling a reduction in carbon emissions and improving air quality while promoting sustainable travel across the borough.

3.12 The analysis of public EV infrastructure delivery over 2024-25 shows that the supply of near home public charging is 1.6 years ahead of demand in England, while in Sandwell, the supply is 0.5 years behind demand. Successful delivery of the strategy will help close the gap between Sandwell and England averages.

3.13 The strategy will provide the policy setting and alignment with national, regional, and local commitments. It will provide the current status and future demand of vehicle parc and public chargepoints in Sandwell. It will highlight the associated benefits of EV adoption.

3.14 After successful delivery of the strategy, the public EV charging network in Sandwell is anticipated to increase from 138 chargers in 2025 to 1,039 chargers by 2036, assuming no major changes in the underlying assumptions.

Note: The figures provided are projections and might change over time. Demand for EV charging infrastructure is highly dependent on market conditions and the pace of EV adoption. A key risk associated with the delivery of the infrastructure is that EV adoption doesn't occur at the forecasted rate, which could lead to underutilisation of the infrastructure. This, in turn, will influence future investments. Delivery of infrastructure is dependent on securing national grants and funding. While the council is committed to achieving the projected targets, investment will be reviewed annually. Decisions on the number of chargers deployed in subsequent years will be guided by value-for-money assessments and usage data.

3.15 The strategy will be a living document that will be reviewed based on the EV infrastructure investment, demand, and adoption. Some of the parameters include:

3.15.1 Based on technological advancements
3.15.2 Consequently, once in every five years, till 100% of the vehicle parc is net-zero
3.15.3 National guidance and statutory requirements
3.15.4 Change in EV adoption scenario

3.16 The strategy will also outline charging infrastructure types and implementation. These sections are currently being developed and are subject to change.

3.17 Note: The above is a draft overview of the scope, vision, and proposed pathways of the Sandwell Electric Vehicle Infrastructure strategy. It is subject to change based on internal and external stakeholder feedback.

4. Consultation

4.1 Public Consultation will be arranged once the strategy has been reviewed and consulted upon internally.

5. Financial Implications

5.1 As the strategy is still in development, its financial implications cannot be stated at this stage.

6. Legal and Governance Implications

6.1 As the strategy is still in development, its legal and governance implications cannot be stated at this stage.

7. Risks

7.1 As the strategy is still in development, risks cannot be stated at this stage.

8. Equality and Diversity Implications (including the public sector equality duty)

8.1 As the strategy is still in development, the equality and diversity implications cannot be stated at this stage.

9. Other Relevant Implications

9.1 As the strategy is still in development other relevant implications cannot be stated at this stage.

10. Background Documents

10.1 None

11. How does this deliver the Outcomes in the Council Plan?

11.1 Living in Sandwell

The successful delivery of the Sandwell Electric Vehicle Infrastructure Strategy will provide a robust and reliable public charging network, leading to an increase in EV adoption. This, in turn, will result in a reduction in tailpipe emissions, leading to improved air quality.

11.2 Healthy in Sandwell

The successful delivery of the Sandwell Electric Vehicle Infrastructure Strategy will provide a robust and reliable public charging network, leading to an increase in EV adoption. This, in turn, will result in a reduction in tailpipe emissions, leading to improved air quality.